

HADDOCK

From page one
short time. "I will have to pay people off. It's a great pity that a lot of local people will be out of work and fish prices will be so high that the housewife will be unable to buy it."

"It's all so uncertain. Something should have been done earlier to save the situation," he added.

Aberdeen will also be badly hit by the ban. David Craig, chairman of Aberdeen Fishing Vessel Owners' Association, said: "What is most disconcerting is that the British are being asked to stop fishing for haddock while the Danes, who are also EEC members, can just go on fishing for the same species for industrial uses. It's criminal that these boats can go on just hoovering the seas."

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Trawler owners in Aberdeen have asked their skippers to work west of four degrees west and, as member vessels of the Aberdeen Fishing Vessel Owners' Association are almost all over 80 ft. long, the majority will be able to sail there without too much difficulty.

It is thought that these boats will be able to keep Aberdeen market supplied by either sailing home to land or consigning catches overland from other ports.

Smaller trawlers and seiners owned in Aberdeen, and in ports further south, will be hardy hit as they are too small to go further afield.

Skipper William Boyter of the 55ft. Pittenweem boat *Crimond II* said: "Some of our boats could go sprat fishing off the Tyne, but this fishery can't cope with a lot of boats. There is not enough transport available to get big landings to the fish meal factories".

Skipper Henry Gardner of the 50 ft. Anstruther boat *Bydand* added that "prawn fishing is another alternative", but there again the market couldn't take a bigger load.

Skippers Boyter and

Gardner pointed out the impossibility of going on fishing for white fish and keeping your haddock catch at ten per cent of other species.

Out of 255 boxes landed by *Crimond II* in Aberdeen on Thursday, about 202 were haddock. *Bydand* had 95 boxes of haddock out of a total landing of 150 boxes.

The first arrival was the converted Scottish wooden seiner *Leanda* (formerly *Odelia*) which has been purchased by the Edleif Fishing Co.

She will operate under Skipper Borg Nejrup, who also has an interest in the vessel, as a pair trawler through the Tom Slight (F.S.) Ltd. agency.

Skipper Nejrup, one of Grimsby's top-flight pair trawler skippers, was previously in command of Slight's *Searcher* which has had a long and successful partnership with Skipper Jerry Lee in *East Bank*. This partnership is to be retained with *Leanda* taking over from *Searcher*.

November, December and January are always difficult months for the inshoremen, and, despite being allowed a 10 per cent haddock content in landings until 1977, fishermen know that to comply with this ruling they could be faced with returning dead fish to the sea. Presently, between one-half and two-thirds of most catches are haddock.

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Unless the inshoremen can get into some worthwhile cod fishing the only alternative, barring a lay up, lies in going industrial fishing for sprats, but vessels like *Yolande-Anne* can only carry 38 tons of bulk fish stored below decks.

With this season's sprat fishery so far concentrated on the Tyne — and facing the prospect of having to purchase new nets to conform to new mesh regulations for sprat fishing — it may not be a viable position.

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New boats move in at Grimsby

TWO second-hand fishing boats have been added to Grimsby's growing fleets of anchor seiners and pair trawlers.

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October 1, 1976

December 17, 1976

COMMENT**Message from Lovie**

THE BRITISH fishing industry is at a crossroads. The direction it is to be pointed is now being debated in Brussels. What are the feelings of fishermen? We invited JIM LOVIE, chairman and chief executive of the Scottish Fisherman's Organisation, to express the thoughts of his fisherman members at this time. He writes:

Uncertainty is an inherent feature of a fisherman's life. No fisherman can foresee what the weather will be when he puts to sea, how much and what kinds of fish he will bring up in his nets, or what price he will get when he sells his catch. This is an accepted part of the fishers' way of life and, indeed, it is the challenge that has helped to mould the character of our country's fishermen.

What cannot be accepted, however, is the new degree of uncertainty facing the fishing industry as 1976 draws to a close.

Following the recent failure of NEAFC, quotas for next year have to be allocated by the EEC Commission, a body which has never undertaken this task before, but which now has to do so in the course of a few weeks. Another unknown is who, and who will not, be allowed to fish within the European pond which will be created on January 1 next year and what foreign grounds British boats will be allowed to fish from that date.

Of even greater importance to British fishermen is what progress has been made in the negotiations to establish an exclusive 50-mile limit for the UK. The level of minimum prices for next year is still to be decided a mere two weeks before the end of the year.

A fisherman's job is to catch the fish and that is what he wants to do.

The present circumstances are damaging to confidence and detrimental insofar as fishermen planning their future fishing activities are concerned. Let us hope that satisfactory answers will be forthcoming in the next few days and that, in future years, the industry will be better informed and more involved in charting its future course.

fishing news

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Haddock ban disrupts last trips of the year

THE North Sea haddock fishing ban is now two weeks old and its effects are beginning to be felt. Prices are rising and supplies are down.

Last week the majority of the Peterhead-based seine net boats went to sea, but a handful stayed at home for overhauls and repairs, or just to wait and see how the rest of the fleet got on.

Several boats fished off the west coast, mainly those belonging to Moray Firth ports. Some came back to Peterhead to unload or sent catches overland from west coast ports or Scrabster, Caithness.

Other boats worked in the North Sea and, during last week, two or three had good hauls of cod on the Bergen Bank.

On Friday, Skipper Ian Sutherland and the 80ft. Humber seiner *Kestrel* landed 563 boxes of which 466 were cod and codling.

Skipper William More of Fraserburgh, skipper of the *Morning Star*, said there were so many large French trawlers on the whiting grounds that the Scots had to wait for them



Kestrel — 563-box trip included 466 boxes of cod and codling.

right as well have stayed at move before they could shoot their gear.

Fishermen report heavy concentrations of foreign vessels in the North Sea.

Skipper Harold Napier of the Fraserburgh seiner *Morning Star* said there were so

many large French trawlers

in the whiting grounds that

the Scots had to wait for them

amounts have been used the 1,000 to 2,000 box mark, but some of the catches have come from small Indian trawlers.

He said that the trawlers had steamed through and carried away some of the Scottish boats gear, but a fishery cruiser was just lying in Fair Isle.

With catch rates down, Peterhead market has been poorly supplied. Daily early this week,

WAKE ROOM FOR RUSSIANS

PEOPLE living near Plymouth's Millbay docks, who have complained about the smell during the port's booming mackerel season, have found unexpected allies among the commercial interests in the

of Bellamy and Co. (Plymouth) Ltd., shipping

tugs, and forwarding agents, said:

"While we hear a lot about

that trawlers may be the security aspect, the

Russians are extremely well-behaved and spend a lot of money in the city."

He said that even after the 200-mile limit is introduced, it is hoped the Russians will come in for supplies, rather than go to Cork or Brest.

George Phillips, manager of

Bellamy and Co. (Plymouth) Ltd., shipping

tugs, and forwarding agents, said:

"While we hear a lot about

that trawlers may be the security aspect, the

authorities reserved the right to allocate wharves to the boats which come in, and although there were negotiations contracts for priority berths within the inner basin, all berths in the outer basin were available for any user.

Douglas Henderson, Scottish National Party MP, said that he had been told that the French had ignored warning lights and signals and were coming in too close to the Scottish boats. In one incident it was claimed that French seamen had produced rifles.

Mr. Henderson has urged the Government to make the "strongest possible representations over the incident" and he called for close liaison between the Ministry of Defence and the Scottish Office on the matter.

Mr. Henderson made

complaints to the department

after Skipper Peter

Duncan, of the Peterhead

vessel *Marigold*, had

claimed harassment by a

group of 20 stern

trawlers from Boulogne.

French 'havoc' off Shetland

A FLEET of French stern trawlers has been causing havoc among Scottish boats off Shetland. The protection ship *Westra* was sent to the scene and a boarding party put aboard a French trawler, which it was alleged, had sailed right over the gear of one Scottish boat.

A statement from the there was another incident involving *Grateful* about 30-miles from him but, when *Westra* arrived the French boat cleared out.

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Owners search for Xmas crews

AS DISTANT water and middle distance trawlers steamed back from the fishing grounds to Grimsby this week it became clear that only a dozen or so will be at sea through Christmas and the New Year. They will land after the fish market re-opens on January 3.

Companies with cod quotas left on the West Seas and off the Norway Coast were doing their best to get trawlers away over last weekend and early this week.

Consolidated Fisheries was sailing *Blackburn Rovers*, probably *Huddersfield Town* and hopefully others depending on the availability of labour.

Middle water vessels are badly hit by the long market shut-down and, for once, not a single Grimsby vessel from this section will be at sea through both holidays.

Abandoned

In the past some companies have tried split trips bringing vessels back to port for the New Year holiday, but these have now been completely abandoned.

Lindsey Trawlers and H. L. Taylor will, however, get the bulk of their vessels away shortly after Boxing Day, but BUT will have most of its middle water vessels laid up until the New Year.

In the light of these arrangements, which the owners stressed are subject to alteration, fish supplies look like being very scarce early in 1977, yet not all that much worse than last January when only 30,000 kits were landed in the first fortnight.

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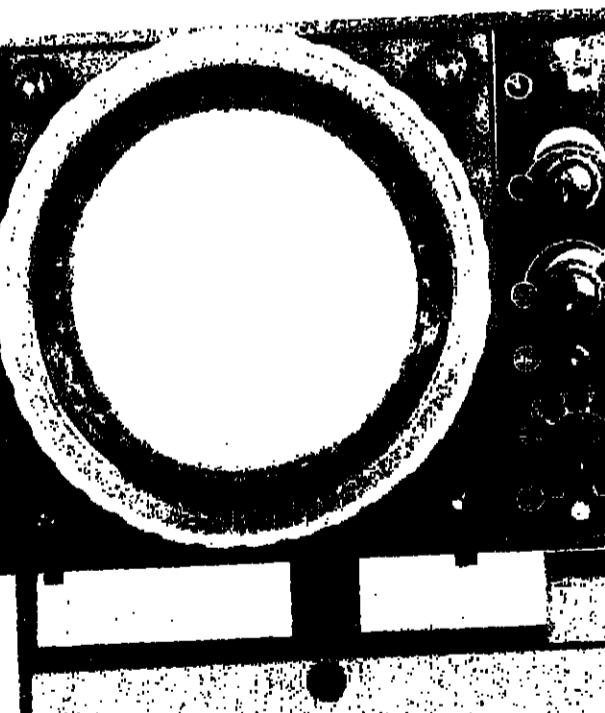
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SKIPPER'S WORST TRIP IN 23 YEARS

SKIPPER Brian Hodson returned from the Iceland grounds after his "worst trip in 23 years at sea" this week. The skippers Hull's Arctic.

She had been out for 21 days and made £18,270 at the Thursday sales for 617 kits, including 535 kits of shelf fish.

Skipper Hodson told *Fishing News* that there were five Hull trawlers and a few from Grimsby on the Icelandic Coast grounds when *Arctic* arrived.

This week the same five and skipper are leaving the grounds of the Arctic.

He went on to say: "The

weather off Iceland was pretty bad and in our eight days there, before we were ordered out at the end of the Icelandic agreement, we had six days fishing in which time about 500 kits, most of our total catch, was made.

"Two Icelandic gunboats were shadowing us, making sure we hauled in our gear and left the grounds on time.

Then we went to the Faroes and had four days at home waters, but fishing was very poor."

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and skipper are leaving the grounds of the Arctic.

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Iceland trips end in debt

THE TERMINATION of trips to the Icelandic grounds — hopefully for 1976 only — brought a sour note to Grimsby last week when three trawlers ended up in debt.

BUT's *Ross Renown* (Skipper Ray Pepper) and *Vianova* (Skipper Tony Hankin), together with Boston Group's *Prince Philip* (Skipper Ray Harries), returned from abbreviated voyages and landed only poor catches.

Worst hit was *Vianova* with just 484 kits to show from her 18-day trip which grossed \$15,625. *Ross Renown* made \$22,212 from 673 kits and *Prince Philip*, \$22,610 from 706 kits.

As with completed Icelan-

dic trips earlier in the week from *Ross Khartoum*, *Huddersfield Town* and *Boston Phantom*, catches were rather mixed. Although they were largely cod and codling, included were big hauls of coley, mackerel and, to a lesser extent, reds.

All the skippers complained of bad weather and slack fishing during the run-up to December 1 and the best Icelandic trip was 1,045 kits from BUT's *Ross Khartoum* (Skipper Albert Meach) and the Boston pair, *Boston Boeing* (Skipper Colin Newton) and *Boston Stirling* (Skipper Bill Bridge), ensured the distant water markets were well supplied with places and the trawlers headed the weekly grossings.

After 28 days *Boston Boeing* landed 1,885 kits, in-

cluding just on 500 of codfish, for a career-best of 2,600 boxes — of which 1,815 were on the Monday market. *Ross Juno* followed suit 48 hours later with 2,483 from 1,484 kits, while *Boston Stirling*'s return was pleasing: 235,378 from 1,143 kits. She landed last Friday after being diverted from Fleetwood.

Middle water and North Sea trawler landings were from BUT's *Ross Juno* (Skipper Dennis Speck) marginally career-best of any species — and a considerable number with holds full of decomposing fish which may consist of any species — they wonder what sort of political game is being played with their livelihood.

Chapman's *White Bank* (Skipper Boie Andersen) fully justified the risk of a late sealing trip with a grossing of 25,819 from 176 kits.



LOAN TRUST

TWO SHETLAND Islands Council members have been appointed to Shetland Fishermen's Trust. They are Mr. Alex Morrison and Mr. W. Cumming.

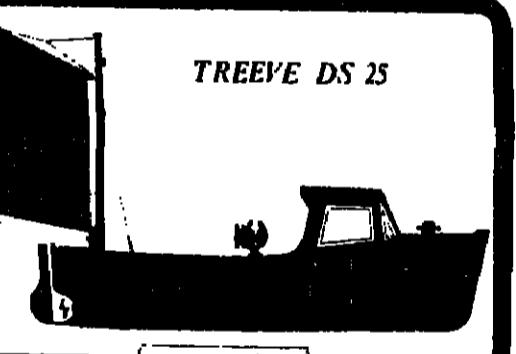
The trust has been set up by industry companies to help finance the development of Shetland's fishing industry. It will be used for purchasing modern fishing equipment and training.

FISHERMEN REMEMBER!

The surrender of British fishing rights was part of the price paid for our membership of the E.E.C.

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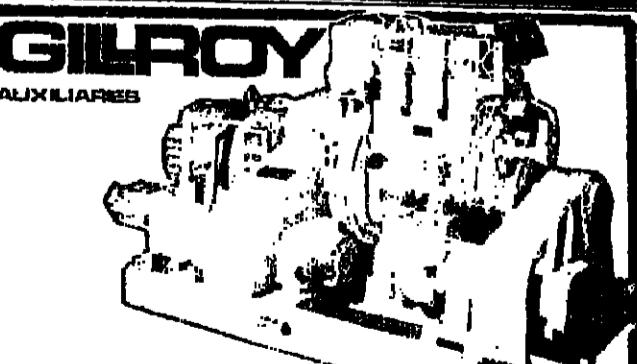
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£7,500 smashes Milford record

MILFORD Haven's port grossing record was smashed last week by more than £1,000 when *Pictor Sealion* landed a £7,500 catch after a 14-day trip.

In command of the vessel was Skipper Trevor Salter (40) who, after landing the record catch, gave a vote of confidence in the future of the port.

"Trawlers are being laid up everywhere and with British trawlers putting out of Iceland I can see a big demand for Milford fish, particularly cod. I can only see the price of fish shooting up. Not so long ago I was only earning about £5 in every £100 and in those days we

were making about £500 trips. It was a question of living from hand to mouth. Now for the first time the men are earning the money", he said.

Pictor Sealion landed 160 kits for her record grossing. On the same day *Brenda Wilson* (Skipper Rees Evans) landed 97 kits which sold for £4,252. Between them the vessels landed a total of 70 of cod, 20 of whiting, 80 or roker, 10 of turbot and brill, 10 of plaice and 16 of soles.

Landings for the week were completed by *Georgina Wilson* (Skipper Tom Smith). She was forced to return to port after seven days and her 28 kits sold for £1,162.

On the following day *Norrard Star* (Skipper Jim Manson) landed after being forced back to port after five

days. She had 30 kits, including two of cod, five of whiting, 10 of roker and one of soles, which sold for £1,300.

An average of more than £40 a kit was made by *Pictor Sea Eagle* (Skipper Robert Foster). The vessel landed 88 kits, including 25 of cod, 10 of whiting, 45 of roker, two of turbot and brill, two of plaice and one of soles, which made £3,657.

Landings for the week were

completed by *Georgina Wilson* (Skipper Tom Smith). She was forced to return to port after seven days and her 28 kits sold for £1,162.

CLYDE HERRING CLOSE DOWN

ABOVE: The 117ft Grimsby trawler *Lepanto* (Skipper Bob Sinclair) has set a new North Sea grossing record for her owners, Lindsey Trawlers Ltd. After a 15-day trip, mainly to the Skagerrak grounds, *Lepanto* hoisted Lindsey's previous best to £12,393 from 363 kits of excellent quality round fish. Lindsey Trawlers is Grimsby's only firm with a fleet of North Sea vessels and *Lepanto* is one of the smallest operating from the port. With a speedy turn around inside 48 hours, this popular and long-established family concern managed to get *Lepanto* away on another trip so she can land just before the market closes for the holidays on December 23.

In effect, the closure will now stretch to March 31, 1977, as the grounds are normally closed for the first three months of the year to protect spawning stocks.

Two Orders relating to herring fishing in the North Sea and west coast grounds come into effect on January 1.

One Order continues, and combines, existing restrictions on herring landings from North Sea and west coast grounds unless such herrings are landed within 24-hours of being caught or are suitably processed and, in the case of west coast herring, are not under-sized.

There is one additional restriction in this new Order: the landing of under-sized herring (in herring counting more than 12 to the kilo) from North Sea grounds will also be prohibited.

The second Order continues the existing restrictions on the landings of any herring by-catches in excess of 10 per cent in the case of sprat landings, and five per cent for Norway pout and similar landings.

DECISIONS on FEOGA grant applications for 1976 are expected to be announced on December 22.

This has been ascertained by the firm of Wadid Morgan and Associates, of Dundee, which has been handling applications for fishermen.

In line with EEC plans to cut down the size of the Community's fleet, it is anticipated that the rate of grant may be reduced from the present 25 per cent level.

At last Saturday's meeting it was decided to reject the offer and to

increase the grant to 25 per cent.

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Standard Campbeltown boat SEINER 'FEAR NOT' IS LATEST '80'

THE LATEST seine netter from the Campbeltown Shipyard to join the Peterhead fleet is the cruiser-sterned Fear Not skippered by John McKenzie of Elgin.

With an overall length of 79ft. 11in. and beam of 22ft., she is another Campbeltown '80' class steel vessel and one of a long line of 76, 80 and 85ft. vessels from the yard.

Most of Fear Not's crew come from the Lossiemouth area and Skipper McKenzie expects to land most of her catches at Peterhead.

Caledonian Engines Ltd. supplied her Caterpillar D379 propulsion engine which develops 565 hp at 1,225 rpm and drives the fixed pitch propeller through a 3.95:1 reduction and reverse gearbox.

Equipment driven from the engine includes generators of 24 and 110V, a hydraulic pump to drive the deck machinery for fishing gear retrieval and an electrically-driven Desmi bilge and general service pump.

Henry Fleetwood and Sons of Lossiemouth assembled the auxiliary set which is based on a Gardner 6LX engine giving 127 hp at 1,500 rpm.

Driven from this engine are 24 and 110V generators, a Desmi pump, the Dowty variable delivery hydraulic pump for the winch, plus the hydraulic pump for the rope reels and power block.

Fuel tanks have capacity for about 3,000 gallons and Kelvin Hughes fuel contents gauges are fitted. The fresh water tank holds about 400 gallons.

On deck Fear Not has a Sutherland combination seines and trawl winch, with the trawl drum lying athwartships forward of the seine barrels, located well forward.

The two-drum system of rope reels has been supplied by the Lossie Hydraulic Co. and each has capacity for about 18 coils. A Beccles rope colier is carried for standby use, while a Rapp 24 in. power block is fitted aft of the deckhouse.

An aluminium gutting shelter is arranged on deck and Chalmit rubber-cased floodlights are housed on the superstructure. The insulated fishroom has a capacity of about 4,800 cu. ft. and has aluminium stanchions and wooden boards.

Fish finding aids in the wheelhouse comprise a Simrad EQ echo sounder with CI Echoscope and MA Echo Magnifier.

Communications equipment includes a Sailor T122 RI05 main radio telephone and RT 144 VHF radio telephone, plus a Simrad RW watch keeping receiver. Deck equipment includes two Mk. 21 Navigators, RM914A radar, and 360T Track Plotter.

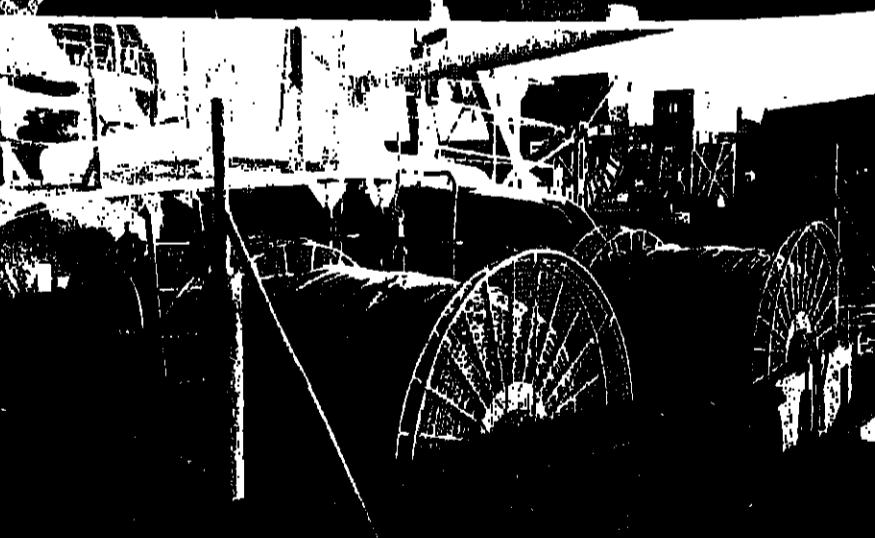
Also fitted are a Robertson autopilot, Tenfold steering gear, Ben Amphitrite log, a Bostrom Viking helmman's chair and Morse engine and winch controls.

There is a separate messroom aft of the galley and Morop rubber matting is fitted in deckhouse and wheelhouse.

The next vessel from Campbeltown will be an 80ft. and year handling machinery to include Sutherland seine and trawl winch. Lossie Hydraulic Co. power block.



Fear Not (above) seen in Peterhead where she will land most of her catches. She is skippered by John McKenzie of Elgin (below right), pictured with his crew who are mainly from the Lossie area. Bottom: her Lossie hydraulic rope reels.



Buckie yard's order

BUCKLE boatbuilder George Thomson and Son has received an order for a 79ft. cruiser-sterned wooden seiner-trawler for Skipper Dennis Reid of Buckie.

Designed by G. L. Watson and Co., she will have a beam of 23ft. and will be powered by a Caterpillar D379 engine giving 565 hp at 1,225 rpm. This unit will drive through a 3.95:1 reduction box.

The auxiliary engine will be a Volvo Penta of 110hp, and year handling machinery to include Sutherland seine and trawl winch. Lossie Hydraulic Co. power block.

She will be the third vessel to be built by the Thomson yard in the last ten years or so. The second was Skipper Reid's present command, the 78ft. Conqueror, built in 1973.

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IN THE race for a 200-mile fishing limit the important point of how we are going to protect it seems to have been underestimated. In this article, DAG PIKE examines the problems of policing such a vast stretch of water

THE EASY PART of extending limits to 200 miles is passing the law. The hard part is going to be enforcing the limits so that the sea area enclosed — some 320,000 square miles — is effectively policed.

The British situation is complicated by membership of the EEC. While it looks as though effectively it will be the community which decides who is going to fish within the British limits, it will be up to Britain to enforce these decisions.

It has been suggested that the EEC should mount its own fishery protection fleet but, in fact, it has no power to do so. The Eastern Bloc countries do not recognise the EEC and, anyway, it is only a group of countries bound together by treaty.

Each country still retains its sovereign rights and, therefore, only the country concerned can control the waters around its coasts.

However, there is no reason why the EEC should not make a contribution towards the upkeep of the fishery protection fleet. Britain will have the largest sea area of all EEC countries to patrol, certainly as far as fishing is concerned, so she will have the largest protection problem. If EEC vessels are to fish in British waters, it is only fair that they make some contribution towards the protection of those waters.

Even with the present 12-mile limits the cost of protection is high. It is estimated that it now costs 10 per cent of the value of the total UK catch to run the protection fleet of ships and aircraft. This immediately raises the question: are we getting the best value for money in the type of vessels being used, and who should pay for this operation?

The 12-mile fishing limits are now enforced by the Ministry of Defence in consultation with MAFF. The naval fishery protection squadron comprises 11 vessels, mainly minesweepers, but includes the high-speed vessel *Tenacity*.

In the pipeline are the five Island-class vessels including *Jura* and *Jersey* which are now operational. Helicopters and aircraft from the Royal Navy are used as available or when called upon. From January next year four Nimrod long range surveillance aircraft will be deployed.

It sounds an impressive array and certainly explains the high cost of the operation, but when their capabilities are examined there is an awareness that, perhaps, they are not the best craft for the job.

The coastal minesweepers are now an aging design, some of the boats nearing 20 years old. They are propelled by twin diesels and maximum speed is around 16-17 knots. The wooden hulls have a shallow draft of only 8 ft. and



Above: The Belgian beamer *Terra Nove* being boarded in the Bristol Channel for checks. During her three-day patrol, HMS *Cuxton*'s men inspected four Soviet ships, three Poles, two Belgians, two Spaniards and a Frenchman. That's quite a list.

most Navy men would agree that they are not the most seaworthy of ships; certainly they are not comfortable for extended patrols.

The new Island-class cannot be criticised for their seaworthiness and they are fitted for extended cruising. Like the coastal minesweeper they have a token armament to add force to their demands if necessary, but with a speed of only 16-knots, they would be hard put to keep up with some modern trawlers.

The other type would be a larger self-supporting vessel capable of extended cruising carrying possibly a hovercraft, hydrofoil or helicopter for a 'dash' capability.

Given unlimited funds these might be the type of craft envisaged, but they do show a lack of appreciation of what the job actually involves and of facilities already available but not used. The 25-knot vessel is required to be sturdy built to enable it to stand up to going alongside fishing boats at sea. Shades of the cod war.

In practice, boarding is invariably done by small boat

House of Lords of Greenwich Forum, a discussion group concerned with the ability to launch maritime matters, proposals were put forward for two types of vessel. One was a heavily constructed vessel with a speed capability of 25-knots and able to carry a helicopter. This vessel would work from the shore on one or two-day forays.

The other type would be a larger self-supporting vessel capable of extended cruising carrying possibly a hovercraft, hydrofoil or helicopter for a 'dash' capability.

Given unlimited funds these might be the type of craft envisaged, but they do show a lack of appreciation of what the job actually involves and of facilities already available but not used. The 25-knot vessel is required to be sturdy built to enable it to stand up to going alongside fishing boats at sea. Shades of the cod war.

At a recent meeting in the

which is both safer and easier. What might be required is the ability to launch built French protection boats use a ramp in the stern which has proved very successful.

Boarding by helicopter is not very practical or safe because of the very real danger from the fishing boat's movement and her rigging.

Speed is a requirement both to increase the area which the vessel can cover and for chasing. It can also enable a protection vessel to get to disputes between fishing vessels quickly, but a basic boat of this type can be much cheaper than the \$5m of the proposed craft.

Patrol boats built on standard GRP hulls are now available and, with a starting price of \$1m, these are more practical.

Numbers count when it comes to fishery patrols because the best deterrent is the fear of getting caught. Obviously, this will largely de-

pend on the number of patrol vessels around.

There will never be enough

patrol vessels and use must be made of the many other craft available, either to supplement the patrol or at least for reporting purposes.

In the North Sea and Celtic Sea there are rig stand-by vessels at each oil rig and their duties could be extended to a limited patrol.

There are several research vessels whose duties take them to the fishing grounds at frequent intervals and the many vessels engaged in servicing offshore oil all add to the reporting and patrol complement.

In fact, every vessel under the British flag could be given the duty of reporting foreign fishing boats.

It would seem necessary to keep the unit of the deterrent one which has not received

the attention it deserved,

through the new Fishing

Amendment Bill takes a step in the right direction.

The sheer cost of the

fishery protection vessels

can be the cheapest type —

means that it is not easy to justify them on the grounds of protection work alone. There are many other tasks in the offshore field which they could usefully undertake such as search and rescue, pollution and dumping control, marine and fishery research work and oil rig protection.

With the present protective

provided by other countries

and offenders, it will re-

quire a considerable change

in attitude to achieve this,

it would seem that arrest

is likely to be the only

practical means of control for

the near future.

If arrest is going to be

meaningful, then the

penalties imposed must be

sufficiently severe to make it not

worthwhile for skippers to

take the risk. This is a very

logical way of thinking

about the deterrent.

This fleet would not just be

confined to patrolling along

the 200-mile line. Much more

important from a British

point of view will be the ex-

clusive zone which is finally

allocated, be it 12-miles or

50-miles. This is where the

cod war is likely to be

decided.

The sheer cost of the

fishery protection vessels

can really come into its own.

HOW YOU CAN HELP

HOW CAN the fishermen help? It is no good just sitting back and waiting for the protection fleet to do its job, complaining that they weren't in sight when help was needed.

The protection fleet badly

needs information and British

fishermen are often well placed

to provide this.

Report any foreign fishing

vessels, whether they are in-

side or outside the limits. This

can be done by radio, either

direct to the protection vessel

in the area or, if you can't raise

them, then through the local

coastguard station. These are

all fitted with VHF used by

many smaller boats.

If you have no radio, then

report sightings to the fishery

officer when you get ashore.

Make your reports as accurate

and comprehensive as

possible. Help is available

from the Navy for medical and

towing facilities, although

only for emergencies.

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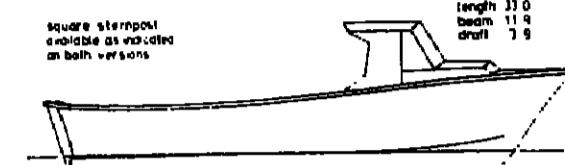
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STANDARD VERSION — length 33ft, beam 11ft, draft 3ft.



CABIN VERSION — length 33ft, beam 11ft, draft 3ft.

Designer: Robert Tucker, A.R.I.N.A.

BARE HULL WEIGHT: 2,300 lbs. Approx.

Part fitting out available. Details on request

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tunnel.

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Powered by a Lister BRI MG
6.78 h.p. engine

INSHORE at Grimsby

A MONTHLY FEATURE



Above: Jean Halsted and husband, Peter, who have bought the coble Teal (right) over to Grimsby.

Designer: Robert Tucker, A.R.I.N.A.

BARE HULL WEIGHT: 2,300 lbs. Approx.

Part fitting out available. Details on request

AS SHOWN AT CATCH '78.

FAST • STABLE • SEAWORTHY

The choice of professionals who know the sea and demand the best.

THE employment of women has always been vital to the fishing industry. Today top level decisions are often made by females and behind most successful skippers generally lurks an ambitious wife.

As pen pushers, telephonists and typists, the industry would be lost without them and can anyone honestly imagine the big processing factories devoid of their shifts of female labour?

Only on the catching side have the ladies failed to make much headway, yet even here things are changing and at Grimsby this last bastion of male supremacy is being challenged by a determined young lady named Jean Halsted.

Deceptively slight in appearance, Jean fishes the newly-arrived inshore boat *Teal* (H 404) with her husband Peter, and is making a big impression with her appetite for hard work lining cod in the Humber.

Not for her the comforts of the galley, for as any local fisherman (or are they all 'fishpersons' now under the Sex Discrimination Act?) will vouch, she can match anyone and often outworks them on the deck.

The couple brought the 10-year-old coble *Teal* across to Grimsby because of the poor inshore facilities at Hull. Both have academic backgrounds, but chose fishing to avoid the drudgery of shore jobs and sought an interesting and varied way of life with the rewards coming from their own efforts.

They bought *Teal*, built by Lock Marine Services Ltd. of Beverley, just over a year ago and have already taken her sailing and later plan to take her crabbing.

Jean, who comes from Birmingham, got 'hooked' on fishing after spending two summers working with Icelandic herring.

She's too busy to be sea-sick, she told *Fishing News*, and *Teal*, which normally crews three, showed she means business by earning well over £1,000 in her first fortnight at Grimsby, including a port record of £115 for two kits of Humber sprat late in November.

However, hefty conversion costs and EEC rules on new meshes, involving the purchase of expensive new gear, have convinced most skippers they are better off with their feet up at home.

As usual, the first marks were spotted off the Tyne and around the Grimsby vessels which converged on North Shields was *Lochearn*. This meant a return to familiar surroundings for young Grimsby skippers. Ari Van Zanduif in command of the three-year-old vessel for the first time.

A 27-footer is agented by Sam Chapman & Sons Ltd. and this firm is weighing-in on the big prices being paid for the early winter Humber cod (invariably in excess of £40 per kit) and attracting quite an assortment of inshore liners to its offices.

Lowestoft ace, Skipper David Hunt, certainly has no regrets over his decision to return north and even *Phyllis*, apparently doomed after last winter's mystery sinking, has got going again with Johnny Grayson in command.

Certainly, though, the most heartening news of the year so far is the arrival of Nicko Miles' new inshore vessel, *Courageous II*, bought from Scottish owners to replace *Myrtle*.

Grimsby's other major liner agency, A. E. Richardson & Co. Ltd., has also done well on the pre-Christmas sprouting with *Lead Us* (Skipper Jackie Mountain) probably Grimsby's best performer with a string of good catches.

Greatest headache is, as always, the bait supply. *Lead Us* has kept going on whelks, which she catches herself and dogfish offal when the whelks, or lug worms, have been difficult.

Many fishermen prefer lugs, but the regular bait diggers have encountered fierce opposition from pleasure-angler-diggers and narrow-jobbers, who have

been turning up by the hundred to work over the tidal zone between the docks and Cleethorpes at low water.

Consequently, prices have shot up to £2 per hundred (at the time of writing) and so many spilled onto the banned zones off Cleethorpes that the long arm of the law swooped onto the offenders early in December.

Boat owners would like to see the authorities issue digging licences to named vessels, or angling clubs, in an effort to stamp out the invasion.

For the first time in years nearly all the seiners are laid up for the winter and only a handful have converted to spratting despite the attraction of £49 per ton being offered by the meal companies.

Britain is spending heavily on imports of fish meal to keep the farmers happy so a big effort this winter would have gone a long way to helping to reduce the balance of payments deficit.

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He began 1978 by birth, but from mining stock, Ari decided on a career in fishing as a boy

Catches and Prices

TOP LANDINGS LAST WEEK

GRIMSBY Distant water

HULL
 £21,581: *Boston Boeing*, Boston (Sk. C. Newton), 1,885t, WS, 22 days.
 £248,482: *Ross Junc*, BUT (Sk. A. V. Meech), 1,484t, WS, 26 days.
 £24,500: *Boston Stirling*, Boston (Sk. W. Bridge), 1,150t, WS, 23 days.
 £32,477: *Ross Khartoum*, BUT (Sk. F. W. Gray), 1,045t, I, 22 days.
 £30,599: *Boston Phantom*, Boston (Sk. T. Smith), 965t, I, 23 days.
 £25,402: *Huddersfield Town*, Consol (Sk. F. Kirby), 842t, I, 22 days.
 £22,510: *Prince Philip*, Boston (Sk. R. Harries), 706t, I, 19 days.
 £22,211: *Ross Renown*, BUT (Sk. R. Pepper), 673t, I, 20 days.
 £15,696: *Vianova*, BUT (Sk. A. Hankin), 484t, I, 19 days.

Middle water

£20,266: *Ross Jaguar*, BUT (Sk. D. Speck), 840t, W, 14 days.
 £19,721: *Ross Jackal*, BUT (Sk. J. McCarthy), 888t, W, 15 days.
 £16,413: *Okinio*, Taylor (Sk. J. McUrlich), 687t, F/W, 17 days.
 £13,753: *Ross Leopard*, BUT (Sk. J. Brown), 815t, W, 16 days.
 £10,187: *Hondo*, Taylor (Sk. L. Boden), 354t, F/W, 15 days.

North Sea

£12,393: *Lepanto*, Lindsey (Sk. R. Sinclair), 863t, NS, 16 days.
 £5,664: *Lofoten*, Lindsey (Sk. A. Hatton), 114t, NS, 12 days.

Sailors

£5,819: *White Bank*, Chapman (Sk. B. Andersen), 175t, NS, 20 days.
 £4,404: *Ulik*, Sleight (Sk. E. Mortisaysen), 132t, NS, 17 days.
 £2,526: *Arcona Bay*, Arcona (Sk. E. Thomsen), 86t, NS, 15 days.

£1,628: *Beverley*, Allard Hewson (Sk. J. Stringer), 42t, NS, 12 days.
 £357: *Fourseas*, Sleight (Sk. O. Thinnissen), 18t, NS, 13 days.

Pair teams

£2,214: *Margrethe Bojen*, (Sk. Jens Bojen), 65t, and £1,803: *Frances Bojen*, (Sk. J. Richardson), 47t, (broken trip), both John R., NS, 3 days.
 £2,586: *Laurids Skomager*, (Sk. Jorgen Bojen), 69t, and Ann (Charlotte), (Sk. J. McCall), no fish, (broken trip), both John T., NS, 5 days.

